



Transportation Advisory Committee Meeting Minutes

Wednesday, February 25, 2025- 3:00 pm

1 Call to Order/ Excused Absences

Mr. Ankney called the meeting to order at 3:00 pm, and attendance was taken.

Excused Absence:

In attendance were:

Committee Members:

Mike Ankney (Chair)
Jared Aranda
John Barber (Vice Chair)
Derrick Braaten
Raychel Callary
David Eash
John Griffin
Anna Gyure Havlek
Monica Harwood Duncan
Charles Hansen
Carlie Hoffman
Katie Melby
Paul Vose
Ann Winkler
Kim Zentz

Staff:

Lois Bollenback
Executive Director
Eve McMenemy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
David Fletcher
Principal Transp. Planner
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Angela Paparazzo
Associate Transp. Planner 1

Guests:

Glenn Wagemann
WSDOT-ER



2 Public Comments

There were no public comments.

Member Comments

There were no member comments.

Chair Report on SRTC Board Meeting

Mr. Ankney gave a brief overview of February's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. January TAC Meeting Minutes
- b. Transportation Improvement Program (TIP) Amendment – March

Ms. Zentz made a motion to approve the Consent Agenda as presented. Mr. Braaten seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

4 Guest Presentation: Managing I-90 Corridor Transportation Operations

Mr. Wagemann provided a high-level update on how I-90 is operating from the SR-904/Cheney area to the Idaho state line, as background for SRTC's upcoming work to study I-90 operations and possible parallel routes. He explained that freeway performance is commonly described using "level of service," which is a way to describe how traffic conditions range from free-flowing to stop-and-go as the number of vehicles increases and drivers have less room to merge and maneuver.

Mr. Wagemann reported that I-90 generally operates well on the west end near SR-904/Geiger, with lower traffic volumes, but conditions become more challenging where major ramps and lane changes increase merging activity. He noted that the most consistent afternoon congestion occurs in the central portion of the corridor, particularly where older freeway design and closely spaced entrances and exits create heavy weaving and recurring backups. Farther east, operations generally improve where interchanges are spaced farther apart, but slowdowns return between Sullivan and the Harvard/Liberty Lake area due to a lane drop at Barker, heavy exiting demand, and added merging from the Appleway/Greenacres on-ramp. Near the state line, traffic typically returns to near posted-speed conditions as volumes decrease.

He described WSDOT's approach as prioritizing safety and making practical operational improvements before pursuing major capacity expansion. He summarized findings from a prior corridor study that led to tools such as ramp metering and expanded incident response. He stated that ramp meters have reduced the length of recurring peak-period backups and improved travel times through the most congested segment, while also reducing crashes at key merge locations. He emphasized that incident response is critical because many major



delays come from unexpected events such as collisions, and clearing incidents quickly helps restore traffic flow and reduces secondary crashes in queues.

Looking ahead, Mr. Wagemann outlined several strategies under consideration, including additional ramp meters at key westbound entrances, more electronic message signs to warn drivers sooner of congestion or incidents, and traffic management tools to help manage speeds and guide drivers during disruptions. He also emphasized the importance of operating I-90 as part of a broader system by encouraging very short trips to use local streets when feasible, improving local connections, and expanding transit options that reduce pressure on the freeway. He noted continued coordination with Spokane Transit Authority on concepts such as potential flyer stops near Argonne and Liberty Lake to support transit use along the corridor.

During discussion, members emphasized the value of studying I-90 alongside local routes and travel alternatives to improve reliability during peak congestion and major incidents. Mr. Wagemann reinforced that the goal is a coordinated, systemwide approach involving multiple agencies and strategies, rather than relying solely on adding lanes.

5 CY 2027 Unified List Process & Criteria – Draft

Mr. Fletcher provided an overview of the CY 2027 Unified List process and proposed updates to the project evaluation criteria. He explained that the Unified List is SRTC's main tool for communicating regional transportation priorities to state and federal legislators and is updated annually. Projects typically begin in the long-range plan, Horizon 2050, move into the Unified List when they are ready to seek funding, and then advance to the Transportation Improvement Program (TIP) once fully funded and ready for construction.

He described the structure of the Unified List, which organizes projects into three stages: initiation (early planning), development (more defined with some funding or design work), and implementation (close to construction). He also outlined the timeline for this year's update, noting that project submissions will occur from May to June, followed by staff review and development of a draft list in August. The draft and final versions will be reviewed by committees and the Board in the fall, with separate versions prepared for state and federal audiences.

Mr. Fletcher reviewed the current evaluation criteria, which are based on seven guiding principles from Horizon 2050, including economic vitality, safety, and equity. Each category is currently weighted equally, but he noted that updates are proposed this year to better reflect recent planning work and community priorities.

He highlighted proposed changes to the economic vitality category, which update how projects are scored based on their connection to regional activity centers, such as major employment areas or smaller neighborhood hubs. The revisions introduce more detailed scoring based on the type of center and how well a project supports the surrounding area, including transit, walking, or freight needs.



He then explained the proposed updates to the operations, maintenance, and preservation category. This category would receive a higher weighting based on feedback that maintaining and improving the existing system is a top priority. New criteria would reward projects that improve travel reliability on congested corridors and align with strategies identified in the region's congestion management process, with an emphasis on lower-cost, practical solutions.

Similarly, the safety and security category would also receive increased weighting. New criteria would prioritize projects that address safety issues on the region's high-injury network and consider overall crash patterns—not just severe crashes—by factoring in areas with high collision rates.

During discussion, Mr. Fletcher clarified that safety improvements could still be recognized even if a project is not directly located on a high-injury corridor, as long as it helps address safety issues in that area.

He concluded by noting that the proposed criteria will be presented to the SRTC Board next month, and staff will return to the committee in April for a final recommendation.

6 Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) – Update

Ms. Paparazzo presented an overview of the update to the Coordinated Public Transit Human Services Transportation Plan (HSTP) for the 2026–2030 cycle. She explained that the HSTP is a required plan that coordinates transit funding and resources and must be updated every 4 years for the region to remain eligible for state and federal transportation grants. The plan is developed in partnership with Spokane Transit Authority (STA), which uses it to help guide funding decisions, particularly for programs that support specialized transportation services.

She explained that the purpose of the HSTP is to improve mobility by helping people better access existing transit services, with a focus on those who rely on transit the most, including seniors, youth, people with disabilities, and individuals experiencing poverty. The plan also identifies gaps in current transportation services and helps local providers pursue funding to address those gaps and improve connections across the community.

Ms. Paparazzo emphasized that community outreach is central to the planning process. Efforts include stakeholder meetings, public events across both urban and rural areas, a public survey, coordination with local service providers, and data collection and mapping to better understand travel needs. She noted that SRTC is leading the plan development, with support from STA staff, who are assisting with service inventory and outreach coordination.

She shared that the plan is currently in the early stages of development and outreach, with adoption anticipated in July. Once completed, the plan will provide a clearer understanding of regional transportation needs and ensure continued access to state and federal funding.

During discussion, Ms. Gyure Havlek suggested including neighborhood councils as part of the outreach strategy to capture more localized perspectives. Ms. Paparazzo agreed and noted



that outreach to neighborhood groups is being considered as part of ongoing efforts to expand engagement and better understand community-specific needs.

7 Public Participation Plan (PPP) Workshop

Ms. Creasey facilitated a workshop to gather input on updates to SRTC's Public Participation Plan (PPP), which outlines how the agency engages the public and communicates opportunities to get involved. She shared that the plan is currently being drafted and that outreach is already underway, including an online survey, participation in community events such as Lunar New Year, and upcoming outreach at El Mercadito and the Equity Working Group. She also noted ongoing coordination with stakeholders and communications staff from partner agencies.

Ms. Creasey explained that feedback from the workshop would help determine which outreach methods SRTC should prioritize, how to best coordinate outreach with the TAC, and possibly spark new ideas to incorporate into the plan. Participants were asked a series of questions about how people prefer to receive information, what works well, and what challenges exist in public outreach.

Participants shared that no single outreach method works for everyone. While email was seen as a reliable way to reach people, social media was noted as important for reaching broader and younger audiences. Others emphasized that outreach methods often work best when combined, such as using events or social media to direct people to surveys. There was also interest in shorter, more convenient engagement options, such as quick surveys or text-based outreach.

When discussing the clarity of SRTC's work, participants generally felt the information was understandable but noted that technical language and acronyms can be barriers. Members also raised concerns about "outreach fatigue," in which community members receive requests from multiple agencies and may not understand the differences among them, highlighting the need for better coordination.

Participants identified several common barriers to public participation, including limited time, lack of awareness, language barriers, and competing priorities. They emphasized the importance of meeting people where they are, rather than expecting them to seek out opportunities to engage.

The group also discussed which communities should be better represented in outreach efforts, including transit-dependent populations, people with disabilities, and underserved groups. Members noted that many of these groups overlap and that partnerships with trusted community organizations can help improve engagement.

In discussing effective outreach, participants emphasized the importance of not only collecting input but also clearly communicating how that feedback is used. Demonstrating that public input leads to real decisions was seen as critical to building trust and reducing



engagement fatigue. The SRTC website was identified as a strong tool, with feedback that it is user-friendly and contains valuable resources, though awareness of those resources could be improved.

Participants suggested several ways SRTC could improve outreach, including increasing coordination with partner agencies, expanding neighborhood-level engagement, improving visibility, and sharing successful strategies across agencies. There was also interest in SRTC playing a stronger role as a central hub for information and outreach coordination.

The discussion concluded with ideas for how committee members can support outreach efforts, including sharing information within their networks, helping connect SRTC to community groups, and being active in the community to promote engagement opportunities. Ms. Creasey thanked participants and noted that their input will directly inform the development of the updated Public Participation Plan.

INFORMATION (NO PRESENTATION)

8 Agency Update

Mr. Fletcher provided a brief agency update, noting that the March committee meeting has been canceled and that the next meeting will take place in April.

There being no further business, the meeting was adjourned at 4:43 PM

Anadia Grier, Clerk of the Board